

The Hongkong Telegraph.

NEW SERIES No. 549 日六十月二年三十二緒光

THURSDAY, MARCH 18, 1897.

四拜禮

號八十月三英港香

THIRTY DOLLARS
PER ANNUM.

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Insurances.

Intimations

Intimations.

**UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.**

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
*Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
 Railways, including the Imperial Railways of Japan.*

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT.....THOS. SKINNER.
DODWELL CARLIL & CO

17] _____
_____ General Agents.

FOR SALE.

G. H. MUMM & CO.'S CHAMPAGNE.
 In cases of 2 doz. pints \$35 per case.

do, 1 doz quarts.....\$33 do

SHEWAN, TOMES & Co.,
Agents

Hongkong, 13th February, 1897. Agents. [26]

W. BREWER & CO.

W. BREWER & CO.
JUST LANDED
A LARGE STOCK AND GREAT VARIETY OF

**LADIES' and GENTLEMEN'S
TENNIS SHOES.**

LADIES and GENTLEMEN'S
HOUSE SLIPPERS,

Hongkong, 5th March, 1897. -{18

THE PHARMACY.
HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE
MANUFACTURERS OF

WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN.
FLETCHER & CO.
and

231

CARMICHAEL & CO.

ROSBACH

THE BEST NATURAL TABLE WATER IN THE WORLD.
Invaluable for dyspepsia and indigestion.

ESTD. 1884

unquestionably, the best of its kind."

TELEPHONE—75.

— Sir CHARLES CAMERON, M.D., F.R.C.S.I.

Springs at Rosbach near Homburg.

15, Queen's Road,
Hongkong, 27th February, 1897

NUNOBIKI NATURAL
MINERAL WATER

MINERAL WATER.

FROM THE SPRINGS OF THE WELL-KNOWN NUNOBIKI
WATERFALLS IN KOBE.

Analysed and pronounced by the IMPERIAL JAPANESE HYGIENIC LABORATORY OF OSAKA, to be effective in the treatment of CONSUMPTION, CHRONIC CATARRH OF THROAT and WIND PIPE, all complaints of LIVER,

STOMACH and INTESTINE, RHEUMATISM, SUPERABUNDANCE OF BLOOD, &c. APPLY TO

L. M. ALVARES & CO.,
SOLE AGENTS,
No. 17, QUEEN'S ROAD CENTRAL.

Hongkong, 23rd March, 1897. 443

WOLFE SOLOMONS

STRETCH

ALL SIZES KEPT IN STOCK BY

SCHERLE & CO.,
SOLE AGENTS,
Hongkong, 1st March, 1897. (1897)

To-day's
Advertisements.

VICTORIA RECEPTORY.

A REGULAR MEETING OF THE VICTORIA RECEPTORY will be held in the FREE-MASONS' HALL, Zeland Street, THIS EVENING, the 18th instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 18th March, 1897. [435]

INDIAN FAMINE RELIEF FUND.

THE SUBSCRIPTION LIST in Aid of the FAMINE RELIEF FUND will be CLOSED on the 31st instant. Those who have not yet Subscribed are invited to do so before that date.

J. H. STEWART LOCKHART,
Honorary Secretary.
Hongkong, 18th March, 1897. [478]

NOTICE.

THE FIRST GYMKHANA MEETING of the SEASON will take place on the 10th proximo; the Program will shortly be published.

Hongkong, 18th March, 1897. [477]

TO CYCLISTS.

GENTLEMEN interested in forming a CYCLING CLUB are requested to send their NAMES to

CYCLIST.

c/o Hongkong Telegraph Office.
Hongkong, 17th March, 1897. [476]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"MARIE VALERIE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Underwriter before Noon on the 25th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, 18th March, 1897. [316]

FOR KOBE AND YOKOHAMA.

THE Steamship

"KIOTO MARU,"
Captain Sakuma, will be despatched for the above Ports on SATURDAY, the 20th instant, at 5 P.M.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 18th March, 1897. [359]

FOR YOKOHAMA (DIRECT).

THE Steamship

"TAIWAN MARU,"
Captain Yoshikawa, will be despatched for the above Port on SATURDAY, the 20th instant, at 5 P.M.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 18th March, 1897. [460]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"
Captain Douglas, will be despatched for the above Ports on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 18th March, 1897. [479]

"WARRACK" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MACDUFF,"
Captain Thomson, will be despatched for the above Port on or about the 21st April.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 18th March, 1897. [465]

Intimations.

DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

L LEMONADE.

GINGER ALE.

S SARSAPARILLA.

R RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 18th March, 1897. [3790]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPONSIBLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 15th September, 1896. [6]

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 18, 1897.

NOTES AND COMMENTS.

Hongkong possesses one of the busiest harbours in the world, always crowded with ships and steamers, swarming with junks and boats of every description, and containing an enormous floating population. Three or four times a year, or oftener, we are visited by typhoons, or gales reaching nearly to typhoon force, endangering the safety of the various craft in the harbour and frequently resulting in great loss of life and property. Yet in spite of all this we have no lifeboat or life-saving apparatus of any kind. The former Life-Saving Association, founded by the Hon. P. Ryrie, has since his death been allowed to perish for want of support, no one taking the least interest in its maintenance.

There certainly ought to be in Hongkong two well-found lifeboats stationed in suitable positions for reaching the different parts of the harbour as quickly as possible in cases of emergency, with rocket apparatus on shore at all the waterside police stations and in other convenient positions. There should be no difficulty whatsoever about money, as the cost of a lifeboat is only from £800 to £1,000, while boat-houses and crews could easily be found. In fact, it is only the will that is wanting to place Hongkong in possession of a well-equipped life-saving station. One boat could be kept at Kowloon in the Police Basin, where she would be in perfect security in all weathers, while the other could be stationed at West Point, so as to be handy in the event of a wreck at that end of the harbour. The crews could easily be obtained from among the Water Police or the Naval Yard staff, or even from the receiving ship, where we have no doubt there would be found an ample number of volunteers for active service. Many lives are lost here annually for want of proper life-saving appliances, and, as a case in point, we need only mention the drowning of Mr. NORMAN JAY during the typhoon of 29th July last, whose life could easily have been saved by means of a rocket apparatus.

Many people will doubtless remark that the police boats and steam launches can render all assistance necessary, but that is not so. They are utterly useless in the height of a storm, and their build prevents them approaching a ship even with comparative safety in a heavy sea. They are not built for the purpose and are not equipped with plenty of life-saving apparatus. On the other hand, a lifeboat, being specially constructed for the work, can approach a wreck and hang on while saving the crew, and is so strongly put together that she is not easily smashed by a floating spar or other wreckage. The lifeboats would also be useful in rendering aid to ships dragging by laying out anchors for them, a task frequently undertaken and accomplished by the Ramsgate and Deal lifeboats when vessels are in danger of drifting upon the Goodwin Sands.

A correspondent suggests that Her Majesty's Diamond Jubilee should be celebrated here by the starting of a fund to provide the colony with lifeboats and well-equipped life-saving stations, and we think that, assuming the Government declines to act in the matter, the proposal certainly merits consideration in other quarters.

TELEGRAMS.

REUTERS MESSAGE.

FATAL ACCIDENT IN A WARSHIP.

LONDON, March 16th.
A gun on the Russian turret-ship *Strad* burst during practice outside Soda Bay, killing seventeen and injuring twenty of the crew.

(From *Kobe Chronicle*)
A KOREAN OUTRAGE.

SEOUL, March 8th.
The Korean police having arrested a Korean employed at the German Consulate without permission of the Consular authorities, the German Consul protested, and eventually proceeded to haul down his flag, and announced his intention to withdraw. The Korean Government then took the proper steps to make the arrest legal, and the incident has terminated. (The above is on the authority of the *Osaka Asahi Shinbun*.)

THE CURRENCY BILL.

TOKIO, March 11th.
In the House of Representatives the discussion of the Currency Bill was resumed. Mr. Taguchi at considerable length opposed the Bill, and Mr. Soyeda, a Government delegate, spoke in its support. The closure was then moved, and the second reading of the Bill was carried by 126 to 119 votes. It was determined to take the second and third readings at once, and the Bill was passed through all its stages before the House rose.

THE GERMAN LEGATION.

TOKIO, March 9th.
The Foreign Office today received from the German Legation a communication intimating that Mr. von Treutler, the Secretary of the Legation, has been appointed *Chargé d'Affaires* during the absence of the Minister.

THE BANGKOK BANK CASE.

The suit brought by the Agent of the Hongkong and Shanghai Bank in the International Court at Bangkok to recover Tkals 140,000 odd from one Phra Padkee, a Siamese, which has been dragging its weary length through the courts for weeks past, has at last been brought to a conclusion, and we are very glad to be able to state that the sub-manager of the Head Office of the Bank informed us this afternoon that a telegram was received from Bangkok today reporting that judgment has been given in favour of the Bank. We are further courteously informed that the defendant has given notice of appeal.

We propose publishing to-morrow the summing-up of counsel for the plaintiff Bank and the defendant Phra Padkee, setting forth clearly the nature of the claim and the framework of the defence.

THE CORBETT-FITZSIMMONS FIGHT.

There has been a lot of speculation about town to-day regarding the fight to have taken place yesterday in Carson City, Nevada, U.S.A., between Corbett and Fitzsimmons. All sorts of stories have been flying about and in some doubtless the wish is kinder to the thought. One, however, to our mind, was of the "leg-pulling" kind, it being that Corbett had won in three rounds. A more feasible story for most people was that Fitz had scored the win in round No. 6. From our latest American files we learn that Fitz was the favourite in San Francisco and that Corbett was well backed in New York.

INDIAN FAMINE RELIEF FUND.

The Honorary Treasurer of the Indian Famine Relief Fund begs to acknowledge receipt of the undermentioned subscriptions:—

Already acknowledged.....	\$48,356.53
Eastern Manufacturing Co.	100
T. R. Goldworthy.....	25
E. Nield.....	25
Three Friends.....	15
A. Symphair.....	10
E. S. Joseph.....	10
F. Hubbe.....	10
M. Gröbe.....	10
Carl Georg.....	10
Zoroastrian.....	6
A. S.....	5
Jullo.....	5
Total to date.....	\$48,487.53

LOCAL AND GENERAL.

ENTRIES for the V.R.C. Sports close to-morrow. H.M.S. *Grafton* left for Manila at 10.30 a.m. to-day.

TELEGRAPHIC communication with Macao has been restored.

MOJI has been declared infected (small-pox) by the Tokio authorities.

THE first Gymkhana of the '97 season will be held on the 20th April.

A MUCH-K. KEDD Cycling Club is in course of formation. *Vide* advt.

Polo was third in the Forchew Champions. *Cassian* was first and *Ranger* second.

A CELESTIAL Bili Sykes was "sent up" for 6 months to-day for breaking into a godown with felonious intent.

HONGKONG may shortly expect a visit from Mr. Stanley Spencer, with his captive balloon. He was at Singapore on the 9th inst.

THE transfer of the 11th Battalion of the West Yorks from Hongkong to Singapore is notified amongst the regimental returns for 1897-9.

THE first steamer from Shanghai to Tokyo was the *Kingling* (Capt. Yomi), her arrival being followed by that of the *Tungshoo* (Capt. Hughes).

THE business of Mr. Palmer, Marine's Comptroller at Yokohama, has been taken over by Captain Tippo (late of the *Blount* *Mary*) and Mr. G. F. Pope.

LOVELY Mrs. Langley has had her bicycle assembled in turquoise and ivory, which are also the colours of her racing stable.

H.I.H. PRINCE KOMATSU will represent Japan at the celebration of the Diamond Jubilee. He represented the Mikado at Queen Victoria's Jubilee in 1887.

It is notified that the Subscription Lists of the Indian Famine Relief Fund will be closed on the 31st inst. Those who have not yet subscribed are invited to do so as soon as possible.

CAPTAIN M. J. GOODWIN, Devonshire Regiment, has been selected to succeed Captain A. J. Lindner, North Staffordshire Regiment, as Superintendent of Gymnastics, Woolwich District.

THE Committee of the Bengal Chamber of Commerce have appointed Mr. W. Parsons, Assistant Secretary to the Chamber, to the post of Secretary, rendered vacant by the death of Mr. S. E. J. Clarke.

In honour of St. Patrick's Day the band of the West Yorks played some splendid Irish music at the Officers' Mess last night. The selections gave considerable pleasure to a large audience of soldiers, sailors, and civilians.

WE notice that the *Winnam* and *Tweed* have been executing various manœuvres to-day in the harbour, those of the latter principally consisting of lying well out from the shore and blowing off steam. Happily up to the time of going to press the boilers of neither had exploded.

LIEUTENANT F. G. C. MORGAN, 1st Battalion South Wales Borderers, has been appointed Aide-de-Camp to General Sir Robert Biddolph, Governor and Commander-in-Chief of Gibraltar, *vice* Captain Beaumont, King's Royal Rifle, who has resigned the appointment.

LIEUTENANT H. E. PLATT, Gloucestershire Regiment, has been appointed Aide-de-Camp to Lieut-General G. D. Barker, C.B. (late of Hongkong), Governor and Commander-in-Chief of Bermuda, *vice* Captain W. C. Ophers, Royal Scots, who has reverted to regimental duty.

A PLEASANT tea party and concert was given in St. Patrick's Hall last evening in honour of the anniversary of Ireland's patron saint. The attendance was large and the programme, which included some excellent numbers by Messrs C. T. Robinson, Bently, and Holmes, was received with much enthusiasm.

On the 26th ultimo Mr. Cecil Rhodes, in reply to questions put to him by Mr. Labouchere, admitted the general facts concerning the Jameson raid and expatiated on President Kruger's persistent hostility to the Cape. He quoted speeches and acts of President Kruger, all showing his leanings towards Germany. Mr. Rhodes acquitted Mr. Chamberlain of all knowledge of the raid.

INSTEAD of the Commandant's parade ordered for Saturday next, the 20th inst., the Hongkong Volunteer Corps will, by direction of H.E. the Major General Commanding, take part in a march out of the troops of the garrison on that day. Both units will fall in at the headquarters parade ground at 3 p.m. sharp. A launch will leave the Docks at 2.30 p.m. sharp. All members are particularly requested to attend.

THE *garrison* of the German standing Army, according to the demands in the military estimates for the year 1897-98, comprises 25,088 officers, 78,217 non-commissioned officers, and 479,299 men. While the numbers of the rank and file remain unaltered, there is an increase of 401 officers and 163 non-commissioned officers on the figures in the last budget. At the same time the new estimates allow for 97,850 horses, as against 97,378 in service during 1896-97.

THE British subjects at Kobe, at a recent meeting, decided to "That the Queen's Diamond Jubilee be celebrated by the British residents of this port in some suitable way; that the celebration take the form of an Evening Fête with entertainments of various kinds, illuminations, &c., as well as a Special Entertainment for children; and that all details be left to Committees to be appointed by this meeting." Committees have been appointed to carry out the details.

THE latest addition to the terrible armaments of to-day is a projectile filled with frozen dynamite. It is the invention of Mr. Bakewell, of Pittsburgh, Pa., and when the shot was fired at 100 yards it pierced a three-inch armor plate of steel, exploding after penetration. A 6-pr. q.l. Hotchkiss was used for the trials, and the United States Army officers think very highly of the new projectile. 35 grammes of the explosive filled the shot and the effect was tremendous.

THE steamer *Kwara* was recently docked at Liverpool, after running for two years on the West African coast, when her bottom presented a remarkable appearance. When she was dry in the dock it was found that her bottom was literally covered with oysters, some of very large size. A result of this kind was expected, and a number of people were waiting for the water to run out of the dock in order to load on the new "African native." So eager were people that they rushed into the water up to the waist and commenced knocking off the tenacious bivalves.

WE acknowledge receipt, with thanks, of the *Cutlins Gazette* for the last quarter of 1896 and a *List of the Chinese Lightships, Light-vessels, Buoys, and Beacons for 1897*, corrected up to 1st December, 1897. These useful publications are got up in a faultless style, and give evidence of the pains taken by the Statistical Department of the Customs Service to turn out the yellow-books in a manner creditable alike to those who are engaged in their compilation and the distinguished scholars and "Bismarck of Science," to whose genius, skill, and tireless integrity the Chinese Government and foreign nations in China owe so much.

ACCORDING to the story of a Japanese who recently returned from Korea, says the *Yokohama Gazette*, the influence of Japan in that country has fallen to the ground, while that of the Northern Power is steadily on the ascendancy. Though the Russo-Japanese Convention has been published by Count Okuma nothing in favour of Japan has been realized by its clauses. All important positions of the Government are occupied by Russians, directly or indirectly, whereas Japan's share is nil. Under these circumstances the so-called Convention is nothing more than waste paper as far as Japan is concerned.

A PAINFUL scene was witnessed at the Criminal Court at Adelaide on the 20th ult., before the Chief Justice. James McKeeble, a man in the prime of life, and one of the most popular men in the city, was brought up for sentence on a charge of embezzling large sums of money from John Dunn & Co., millers. The prisoner was the firm's confidential clerk, and £100,000 passed through his hands yearly on an average. His Honour said the case was most inexplicable, and he could not understand a man in prisoner's position robbing his employer when he had no one depending on him. Prisoner was sentenced to four years' imprisonment.

A PARTY of 66 men were to leave San Francisco on the 20th ultimo to found a new colony in the Solomon Group, or New Guinea. They are working-men who call themselves "altruists," and have found life a failure in big cities. The brig *Percy Edwards* has been bought and fitted by them and when they settle in a suitable place the vessel will bring out their wives, cattle, sheep, &c. The men are of mixed European nationalities and their scheme is warmly approved by the English, French, and German Consuls at San Francisco. We wish them better luck than the New Australians had in Uruguay, or their nine predecessors in the Solomon Group who were roasted and eaten by the natives a few weeks ago.

On the arrival of the R.M.S. *Casco* at Albany (W.A.) on the 19th ultimo, the police and Customs authorities waited upon the second officer, Mr. Willes, and charged him with bringing a package of precious stones from Colombo, on the last inward trip, for a dealer in Perth and not paying the usual duty. Mr. Willes sent the parcel by registered post, but something aroused the suspicion of the postal authorities, and it was impounded, and a warrant issued charging Willes with importing uncustomed articles. Willes admitted the offence, but said that he was quite ignorant of the fact that he was infringing the law, as he frequently brought similar parcels to the other colonies. A fine of £50 was imposed and paid, and the stones were confiscated.

THE U.S. warships *New York*, *Malin*, *Columbia*, *Amphitrite* and *Marblehead* had a terrible experience while manoeuvring under Admiral Bence last month. On the 6th they ran into a heavy storm 40 miles off the North Carolina coast. The *Marblehead* had one man dashed to death aboard and seven men injured, and the *Malin* lost three men overboard and four were rescued; the 8-in. guns of the *New York* had to be secured with hawsers and several of her crew had narrow escapes. All the ships suffered in their superstructures and several had boats smashed. W. J. Creelman, a landsman of the *Malin*, jumped overboard in the storm to save a shipmate and was picked up, and other instances of gallantry are reported. The officers say that the ships behaved splendidly in the fearful weather, despite the damage they received.

DURING the hearing of the gang robbery case at the Supreme Court to-day His Lordship the Chief Justice very reasonably complained of the great noise of shouting, &c., going on in the street outside. Capt. May and Inspector Stanton soon had men at work clearing off the noisy coolies who had managed to block the traffic outside. It was proposed once that the windows facing the street should be closed, but this was an awful alternative that was declined, the Court being filled with Chinese coolies and the ventilation is not at all good. In consequence of His Lordship's complaint some dozen or more Chinese were arrested and taken before Captain Hastings, who inflicted fines of \$7 each with the usual alternatives. During the sitting of the Supreme Court the sidewalks outside were thronged with Chinese waiting to get in, the case apparently being one of great interest to them.

THE following particulars of the accident to Lord Brassey, Governor of Victoria, are taken from the *Sydney Evening News* of 21st February.—The Governor, Lord Brassey, met with a very painful accident whilst out riding at 6 o'clock last evening with a party from Government House. His Excellency, accompanied by Lady Margaret Imray, Mr. Imray, and Lord Glasgow's three daughters were riding in Albert Park, when the horse Lord Brassey was riding stumbled, throwing its rider to the ground, causing a fracture to the right collar-bone and shock to the system. It appears that, on reaching the park, Lord Brassey and Lady Imray led off at a sharp gallop, and Mr. Imray, who was riding some distance in the rear, observed the Governor's horse stumble and fall. He was soon on the spot, and found Lord Brassey lying partly under the horse and blood flowing from his face. Dr. Charles Ryan was speedily in attendance, and an examination showed Lord Brassey to be suffering from a fracture of the right collar-bone, numerous cuts and contusions about the head and face and shoulders, and a severe general shock. But for the helmet worn by his Excellency the injuries would have been far more serious, as the helmet received the full force of the crash. Lord Brassey will be confined to his room for three or four days, but some weeks must elapse before he will be able to use his right arm.

In connection with the case it may be mentioned that Detective James Roche, of Sydney, in pursuing a convict, established a new record for fast travel between Sydney, N.S.W., and San Francisco, by way of Melbourne, Adelaide, Australia; Colombo, Ceylon; Port Said, Suez Canal; Naples, Italy; Paris, France; Calais, France; Dover, England; London, England; Liverpool, England; Queenstown, Ireland; New York, Jersey City, Washington and Chicago. He was fortunate in making all his railroads, and steamship connections without having to wait. He made the trip in 49 days, 16 hours and 15 minutes. The best previous record was two days longer than this. He left Sydney on December 21st at 5.30 p.m. and arrived in San Francisco on January 20th at 9.45 p.m. Had it not been necessary for him to go out of his way to visit Washington and thereby lose three hours he would have arrived thirteen hours earlier, as he could easily have got the fast train from Chicago that reached Fresno on the Monday at 8.45 p.m., whence the slower train did not get in until Tuesday at 9.45 a.m.

THE INFLUENCE OF SEA POWER ON HISTORY.

A lecture, under the auspices of the Odd Volumes Society, was delivered in the City Hall this afternoon by Mr. J. J. Francis, Q.C., the subject being Captain Mahan's famous book "The Influence of Sea Power on History." Commodore Holland presided and there was a large and representative audience.

In his opening remarks Mr. Francis said that every person should read Secley's "Expansion of England." Sir Charles Dill's "Greater Britain," and Captain Mahan's "Influence of Sea Power on History." Secley taught that the study of history was to no purpose except in so far as it enabled us to comprehend the present and forecast the future. He tells us that the one frequent fact in English history since the Reformation has been the expansion of England, first into Great Britain and secondly into Greater Britain—into the British Empire on which the sun never sets, and of the English nation which has spread rapidly all over the world, and holds Canada, the East and West Indies, the Cape, Australia and New Zealand, besides innumerable smaller settlements. Mahan tells us how Great Britain grew and spread, while Holland, Spain, France and Portugal, once great colonial rulers, lost their pre-eminence and prestige. He points out that it was won by the power of Great Britain on the seas and that it can only be maintained and supported in the same way. In his book, Capt. Mahan carefully analyses the elements of sea power—geographical position, extent and character of coast-line, population in proportion to coast-line, national character, and government. He also describes why England has succeeded and France so far failed and then he examines the wars of the 18th century, or from 1660 to 1763. The strategy and tactics of the contending parties, their faults and failures, their successes and the effective causes of the one and the other are all dealt with. He shows clearly and forcibly that, although steam has superseded oars and sails, and armoured ships have taken the place of the "wooden walls of old England," and weapons have been so enormously improved that a single gun now throws a greater weight of metal than was sufficient for the line-of-battle ship's broadside, and projects it to distances inconceivable 50 years ago, nevertheless the fundamental principles of warfare are always the same; that superior speed now takes the place of the "weather-gauge," and that, both in tactics and in strategy, the history of the past furnishes useful practical lessons for the future. The steam navy has as yet no history and has taught us no lessons, but that history and those lessons, when they come, will only afford variations on old themes that have been taught and practised by all peoples, from the days of Aclum to the battle of Trafalgar. Captain Mahan points out that time is the great element in all warfare waged under modern conditions; that never was it more true than it is to-day that "the first blow is more than half the battle," and that one of the two contending parties that is able the more quickly to answer the call of "time" is bound to win, and that call now follows more quickly and the intervals between the rounds are shorter than ever.

Is England ready, the lecturer asked, to strike the first blow and to strike hard? Has she the men, the stores ready to follow up that first blow by a second and a third, no properly struck, the enemy will have no time to recover from the first? Her enemies say that though she may strike a first blow, she will be so exhausted by the effort that the call of "time" will be vainly on her ears and the battle be given against her. The lecture was listened to with the utmost interest and the usual votes of thanks to the lecturer and Chairman brought the proceedings to a close.

THE AUSTRALIAN HORRORS.

MURDERER BUTLER AT SAN FRANCISCO. There never is what is called "the ally season" for the San Francisco daily papers, sensational copy always being plentiful in that part of the world; but the capture of Butler with the many *alibis*, the well-known self-confessed Australian murderer, has given the "Frisco scribes such an *embarras de richesses* as even they seldom get. The details of the arrest occupy many pages of close print, and the *Call* and *Chronicle* have many pages of illustrations from the capture on the *San Francisco* on February and up till the Police Court trials. Cars of his hands, some M.S. were written in prison, the two known victims and their property, the ship, the map of New South Wales and confessions of other things more or less connected with the case are depicted. Besides this, favoured persons and those having a "pull" on the police through Butler's prison cell and talk to him through the rails. By some queer style of regulation, the prisoners are allowed to give Butler cigars, fruit, food, and articles of some of the curiously morbid (including a reporter) have bought new shoes &c., for him in exchange for those he wore when arrested. This is hero-worship with a vengeance and any sympathetic friend could, of course, as easily pass a pistol-knife as an apple or a pair of shoes through the bars. A lady reporter interviewed Butler in the "prison kitchen"

Intimations.

WASTE OF TIME

for us to "puff" our preparations, as every maker's goods are "the best" in his own estimation.

PEACH-BLOSSOM SOAP
AND
CHAMPAGNE BITTERS,
are number ONE.

Proprietors,
Hongkong, 13th February, 1897.

WATKINS & CO.,

[13]

THE
CLUB HOTEL

5, BUND, YOKOHAMA.

HOTEL
METROPOLE,
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.L. DEWETTE, Manager,
TOKYO.

[15]

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA,
BEWARE OF SPURIOUS IMITATIONS!

[155]

Masonic.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on FRIDAY, the 26th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

[452]

To be Let.

TO LET.

DWELLING HOUSES—
HOUSES IN RIFON TERRACE.
"HARFORD" at MAGDALENE GAP.
"THE KENNELS" in MAGDALENE GAP.
FLOORS IN BLUE BUILDINGS.
GODOWNS IN BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Messrs., 18th February, 1897.

[11]

TO LET.

"FOREST LODGE," No. 33, CAINE ROAD.
TOP FLOOR of No. 6, QUEEN'S ROAD CENTRAL.
No. 18, HOLLYWOOD ROAD.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 13th March, 1897.

[68]

Shipping.
STEAMERS.



NIPPON YUSEN KAISHA.

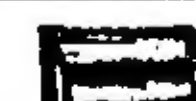
JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TOKIO MARU,"
Captain E. S. Barlow, will be despatched for the above Ports on FRIDAY, the 26th March, at 4 P.M.
This Steamer possesses Superior Passenger Accommodation and carries a duly qualified Doctor and a European Stewardess.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 22nd February, 1897.

[333]



NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

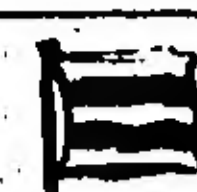
FOR LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, PORT SAID AND MARSEILLES.
THE Company's Steamship

"KINSHU MARU,"
Captain W. Thompson, will be despatched for the above Ports on SATURDAY, the 3rd April, at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 15th March, 1897.

[458]

Shipping.

STEAMERS.



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"YAMASHIRO MARU,"
Captain J. Jones, will be despatched for the above Ports on FRIDAY, the 26th March, at Noon.
This Steamer is fitted with Superior Passenger Accommodation, and is lit by Electricity throughout.
A duly qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 18th March, 1897.

[429]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAILONG,"

Captain Davis, will be despatched for the above Ports on FRIDAY, the 26th March, at Noon.
For Freight or Passage, apply to
DOUGLAS STEAMSHIP COMPANY, LIMITED.
General Managers.
Hongkong, 18th March, 1897.

[453]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship.

"SUNGKANG,"

Captain C. B. N. Dodd, will be despatched for the above Ports on SATURDAY, the 27th March, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th March, 1897.

[464]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain K. H. Sandberg, will be despatched for the above Ports on SATURDAY, the 27th March, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 13th March, 1897.

[452]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain McArthur, will be despatched for the above Ports on THURSDAY, the 26th March, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 16th March, 1897.

[465]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA Ports.)
THE Company's Steamship

"MARA RICKMERS,"

Captain Berg, will be despatched for the above Ports on FRIDAY, the 26th March, at Noon.
For Freight, apply to
ARNHOLD, KARBERG & Co., Agents.
Hongkong, 17th March, 1897.

[437]

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.

(Subject to Alteration.)

Chittagong, Saturday, 17th March.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG,"

will be despatched for the above Ports on FRIDAY, the 26th March, at Noon.
Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.
For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 16th March, 1897.

[403]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 AT British Ship.

"FALLS OF DEL,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 4th February, 1897.

[444]

FOR SAN FRANCISCO.

THE American Bark

"COLOMA,"

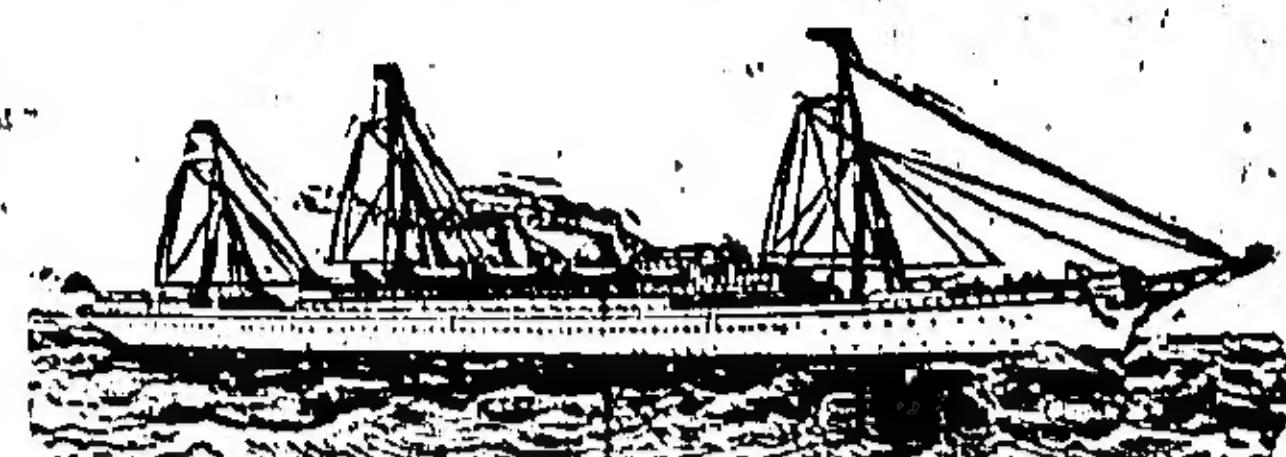
Noyes, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 16th February, 1897.

[679]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.
EMPEROR OF JAPAN...Comdr. H. Fybus, R.N.R...WEDNESDAY, 19th May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Coastland FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 17th March, 1897.

D. E. BROWN, General Agent,
Piddar's Street.

[3]

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 1st April, at Noon.
Belge (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)..... Thursday, 22nd April, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 11th May, at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 1st April, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 19th March, 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.
SOLE AGENTS FOR
HARTMAN'S PATENT GENUINE
COMPOSITION HARD BRAND,
HARTMAN'S GREY PAINT,
DANIEL'S PATENT MOTOR LAUNCHES,
&c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
& O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.
AT
REASONABLE PRICES.

Hongkong, 16th March, 1897.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 16th March, 1897.

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W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 16th March, 1897.

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

Victoria..... 1,167 | Tuesday... | Mar. 23.
Olympia..... 1,668 | Tuesday... | April 3.
Bismarck..... 3,601 | Tuesday... | May 11.
Tacoma..... 2,549 | Tuesday... | May 25.
Victoria..... 1,167 | Tuesday... | June 8.
Olympia..... 1,668 | Tuesday... | June 29.

THE Steamship
"VICTORIA,"
Captain J. Pantou, R.N.R., sailing at Noon, on TUESDAY, the 23rd March, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

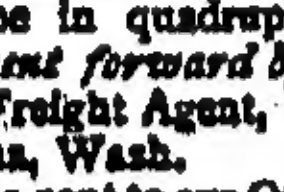
Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 16th March, 1897.

[4]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship
"KAISAR-I-HIND,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 25th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 11th March, 1897.

[15]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

Sachsen..... Tuesday... | 30th March.
Bayern..... Tuesday... | 27th April.
Prinz Heinrich..... Tuesday... | 25th May.

ON TUESDAY, the 30th day of March, 1897, at 4 A.M. the Company's Steamship "SACHSEN," Captain H. Sommer, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and Genoa.